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# The Daily Mail

\*\*\*\*\*  
\* The Weather. \*  
\* Maritime: Fresh to strong \*  
\* southerly to westerly winds, \*  
\* mild and mostly cloudy, with \*  
\* some showers. \*  
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VOL. XXIII., No. 58      FREDERICTON, NEW BRUNSWICK, FRIDAY, MARCH 9, 1917      TWO CENTS PER COPY

## THE FRENCH TROOPS CAPTURE STRONG GERMAN POSITIONS

### Blames Great Britain For Break With United States

**President of Spain Tells of Interview With the Kaiser--- Says He is in Poor Health and is Kept Going by the Use of Stimulants and Excitement.**

NEW YORK, March 9.—A despatch to the Herald from Havana says: "One of the most prominent Spaniards in Cuba today showed to me a letter he received yesterday from Madrid. The writer of the letter says he has just returned home from a trip to Germany, where he saw the Kaiser, with whom he had a talk concerning the crisis in the relations between Germany and the United States. He said the Kaiser blamed Great Britain, which he asserted was responsible for false impressions concerning Germany in the United States, and he charged that President Wilson was influenced by Great Britain in the stand he was taking.

"The Kaiser is in wretched health and is kept going only by stimulants," the writer said. His physicians are administering morphine in large doses as the only means of affording him rest and sleep. Excitement keeps him alive, I believe. I am convinced that the war is nearing the end and that the Emperor will not live six months after peace is declared."

He said that while in Berlin he learned authoritatively that there was a powerful wireless system operated between Germany and the north coast of Spain. The writer of the letter is the head of one of the most illustrious Spanish families.

AMSTERDAM, via London, March 9.—The German authorities, according to the Telegraaf, have virtually stopped all industry in Belgium. The prohibition includes all factories employing more than twelve workmen or using engines of more than five horsepower or consuming more than five tons of coal or other fuel monthly. Belgians also are forbidden to build or finish factories after March 1 without permission.

### Germans Claim That Italian Attacks on Austro-Italian Front Were Unsuccessful

BERLIN, via Sayville, March 9.—Italian attacks on Austrian positions at Costabella, on the Austro-Italian front, were unsuccessful, as was an attempt by the Italians on Monte Sief. The official statement issued today reads:

"Italian Front—On the Tyrolean eastern front engagements which were successful for our arms occurred in several sectors. A hostile detachment advancing upon our positions at the mouth of the Maso Brook was driven away. Two night attacks by the Italians upon our Costabella positions failed because of the tenacious resistance of our troops."

### French Troops in the Champagne District Capture German Positions on a Wide Front

PARIS, March 9.—German positions on a front of 1,500 metres, varying in depth from 600 to 800 metres, were carried by the attack in the Champagne made yesterday by the French, the War Office reports. A German counter-offensive was repulsed after violent fighting. Two German attacks in Avocourt wood, on the Verdun front, were repulsed.

The announcement is as follows: "Supplemental information has been received showing that the attack made yesterday by our troops between Butte du Mesnil and Maisons de Champagne, was a brilliant success. Notwithstanding the snow, which rendered the operation difficult, our troops blew up enemy positions on a front of 1,500 metres, varying in depth from 600 to 800 metres. Late in the day the Germans delivered a violent counter offensive on the left of this sector. After a furious combat with hand grenades we repulsed the enemy, who suffered heavy losses. The number of prisoners taken by us was 136, including three officers."

### AMERICAN PRISONERS RELEASED.

LONDON, March 9.—A despatch from Berlin says that the Americans and other neutrals who were on board the captured British steamer Yarrowdale, left Germany on Wednesday. The Spanish, American and Brazilian Yarrowdale prisoners were sent from the prison camp at Brandenburg to Switzerland on Wednesday afternoon. Members of other neutral crews were sent home through various frontier towns.

### A GERMAN CONSPIRATOR ARRESTED

Los Angeles, Cal., March 9.—Capt. Alfred Fritz, said to be a German naval officer, was arrested at Hartwood, near here, last night by a special agent of the Department of Justice, and held in the city jail on suspicion of felony. The authorities said he is wanted in connection with the alleged plot to destroy the Welland Canal.

Was Indicted in New York. New York, March 9.—Alfred A. Fritz who was arrested at Hartwood, Cal., last night, was indicted by a federal grand jury in this city on April 17, 1916, in an alleged conspiracy hatched in the United States to blow up the Welland Canal.

Indictments were returned at the same time against Capt. Franz Von Papen, former military attaché of the German embassy, Wolf Von Igel, his secretary, Capt. Hans Tauscher, the agent in America of the Krupps, Capt. Boy-Ed, former German naval attaché, Franz Rintelen, a German agent, and Constantine Covanla, alias Giovanni Gonzales.

### Freight Handlers Out on Strike

New York, March 9.—Five hundred New York Central railroad freight handlers went on strike here last night and 800 more declared their intention of joining the walk-out today, unless a wage increase of 3 cents an hour is granted immediately.

### THE PRESIDENT'S ILLNESS.

Washington, March 9.—President Wilson was still confined to his bed with a cold today and as a result the usual Friday cabinet meeting and all other arrangements were cancelled.

## TRIAL OF CONSPIRATORS IS BEING CONTINUED

**Mrs. Wheeldon Admitted That She Often Expressed the Hope That Lloyd George and Mr. Henderson Would Soon be Dead, but Never Wished to Take Anybody's Life.**

LONDON, March 9.—The taking of new testimony in the trial of Mrs. Alice Wheeldon, her two daughters and Alfred George Mason, husband of one of the daughters, was resumed today before Justice Low in the Old Bailey, where the prisoners are charged with conspiring to murder Premier Lloyd George and Arthur Henderson, labor member of the War Council. The case was delayed yesterday because of the illness of a juror, which necessitated the swearing in of a new juror and the repetition of the testimony submitted by the prosecution up to that time.

All the evidence given before the previous jury having been repeated by this morning, Mrs. Wheeldon continued her testimony. Replying to Judge Low, she admitted that she often had expressed the hope that the Premier and Mr. Henderson would soon be dead. At the moment of this expression it represented her wishes, she testified.

On being questioned whether the poison which she testified previously had been obtained to kill dogs, would not have been just as available to get rid of Premier Lloyd George and Mr. Henderson, the witness said: "I did not desire it to be carried out. I never wished to take anybody's life or to have anybody's blood on my conscience. That is why I objected to the army taking conscientious objectors."

Mrs. Wheeldon declared that various occurrences which the crown contends fit in with the case were all coincidences.

### CAN ARM AMERICAN SHIPS.

WASHINGTON, March 9.—Secretary of State Lansing and Attorney General Gregory have given President Wilson their opinion that he has legal authority to arm American ships for protection against submarines without awaiting Congressional sanction, and the President's decision as to what he will do was expected today.

### AMERICAN HAS PLAN TO GREATLY INCREASE THE CARGO TONNAGE

**Would Build 1,000 Wooden Ships in Canada and the United States and Have Them Motor Driven---Would Utilize all Shipyards.**

NEW YORK, March 9.—A plan whereby cargo tonnage can be created in the United States and Canada "faster than Germany can sink it," has been devised by F. Huntington Clarke, the eminent American engineer, according to an announcement made here last night before a joint session of the Automobile Club of America, the Aero Club of America and the Motor Boat Club of America.

Mr. Clark's plan contemplates the construction of a great number of wooden vessels of 1,000 tons, to be motor propelled, with a speed of from 9 to 14 knots an hour. These vessels can be built at small cost and by men of little skill; each would be mastless, smokeless and of diminutive size, and would have low visibility as compared with the great steel steamers now afloat, and they could be seen by a submarine at only one-third the distance.

### The Kind of Craft Suggested Would Offer Only a Small Mark for Submarine Attacks

In addition, the vessels would offer a smaller mark, would be more easily manoeuvred in event of attack, and because of their small draft of from eleven to thirteen feet, torpedoes that ordinarily would sink the larger vessels of steel construction would pass idly beneath them.

It is estimated that 1,000,000 tons, or a thousand vessels of 1,000 tons each, could be constructed in United States yards alone within one year, at a cost of \$100,000,000. The boats would be 150 feet over all with 36 feet beam, and would have a large carrying capacity.

Mr. Clark's plan is to utilize all of the coastal wooden shipyards, which now have a capacity of 250,000 tons a year. To enlarge these plants would require nothing more than clearing off additional beach or bank, the laying down of more cheap wooden ways, and the setting up of additional lumber planing and sawing machinery. The labor, he contends, can be created from the "rawest material."

## THE LONDON PRESS ON COUNT ZEPPELIN'S DEATH

**Tributes Paid to His Patriotism and Perseverance---His Career of Strange Vissitudes Ended With Dissolution and Defeat.**

LONDON, March 9.—The morning newspapers today print long obituaries of Count Zeppelin, whose career is reviewed in most instances dispassionately and in some cases with tributes to his patriotism and perseverance. Justice is done by the writers to the remarkable development of the Zeppelin airship as a travelling machine, although the achievements in aerial navigation associated with Count Zeppelin's name are ascribed to his engineers rather than to himself.

The reputed ambition of Count Zeppelin to lay London in ruins and his alleged confidence in the ability of his machines to achieve this object, are recalled, while failure to realize such an ambition is regarded by some of the writers as sufficient ground on which to base the statement that Zeppelin's career of strange vicissitudes ended in dissolution and defeat at one of the lowest points in his fluctuating fortunes.

His least appreciative commentator says: "His chief feat is that he killed or wounded 1,500 British citizens, mostly non-combatants, by disloyal means, and gave Germany her greatest disappointment of the war."